



Official Publication of the Idaho Transportation Department – Division of Aeronautics



Spring 2007



*Serving Idaho's Aviation Community for 60 Years*

Vol 53, Issue 2

# Former Naval Test Pilot and Flight Operations Director to take Controls of Aeronautics Division

By: Mel Coulter, ITD Public Affairs

ITD Director Pam Lowe announced the selection of John "JV" DeThomas who left his family's farm near Rupert to assume the administrative position, effective April 9. JV is a native of Idaho whose aviation experience includes flight training and education, military service and administrative work in the private sector

DeThomas, now a resident of Ketchum, was born in Rupert and returned to the Magic Valley community in 2002 to take over his family's farm and support his aging parents. Immediately preceding his return to Idaho, DeThomas served as director of flight training for Embry-Riddle Aeronautical University's western campus in Prescott, Arizona.

DeThomas served as director of flight operations for Raytheon Aircraft Company in Wichita, Kansas from 1995 to 1998, and was a defense system

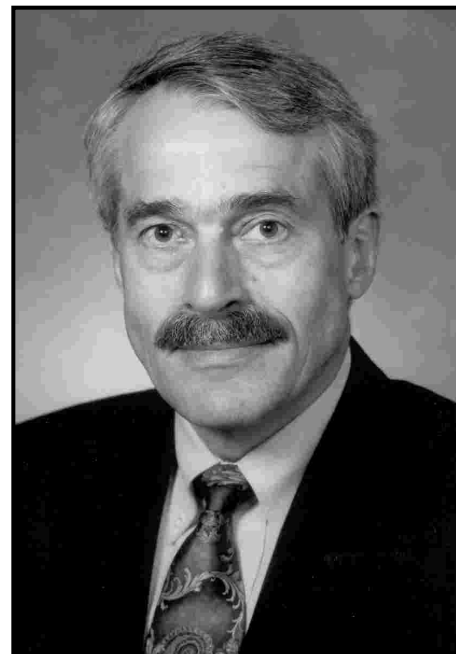
manager for Lockheed Aeronautical Systems Co. in Burbank, California. In six years at Lockheed, he was also director of flight operations and a test pilot.

DeThomas concluded a 24-year Naval career in 1985, retiring as a captain. He provided combat support during the Vietnam War (1967 to 1970) and received a number of commendations and medals for his military service.

The new Aeronautics administrator earned a bachelor's of science degree from the U.S. Naval Academy in 1965 and a master's in Aeronautical Engineering from the Naval Postgraduate School.

"(DeThomas) brings a wealth of experience to ITD and the Aeronautics Division," Lowe said in making the announcement. "He has very good leadership skills. We wanted to find someone who could bring more to the position than technical qualifications; we wanted someone with very strong interpersonal skills and an ability to work well with people."

Lowe expressed her appreciation to Sue Simmons, who served as interim Administrator of the division the past



John "JV" DeThomas

three months while continuing as Administrator of ITD's Division of Administration. "Her leadership was extremely valuable during the transition period," Lowe said.

Simmons and Roger Sorenson, Chair of the Aeronautics Advisory Board, were instrumental in the initial search that narrowed a pool of more than 70 applicants to 10 finalists and Lowe's ultimate selection of DeThomas.



## INSIDE

Clearwater Valley ..... 2

FAA Funding ..... 5

CRM: Tale of Confusion ... 7

Payette Airport ..... 8

# Meet the CVAC...flying with purpose!

By: Frank Lester, Safety/Education Coordinator

Last month, I had the opportunity to visit the Clearwater Valley Aero Club (CVAC) in Kamiah. I took the time to explain what we do as a division, focusing a large portion of the time on our Search and Rescue responsibilities. It was very gratifying to experience their enthusiasm and witness the unfettered enjoyment that flying gives them. I was also quite impressed with the manner in which they conduct their meetings. So I asked Nick Grachanin, the club's founder and original CFI, to fill me in on the CVAC's history.

According to Nick it all started in April of 2003. Ruminating on the



(Left to right) Nick Grachanin, Steve Didier, Keith Borgelt and George Hunt

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is published in January, April, July, and October. All submissions are due in this office by the 15th of the month **before** the desired month of publication.



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question of how to best use his experience and time to revive the spirit of flight in an otherwise aviation dead zone, the thought occurred to hold a ground school. If there was sufficient interest, perhaps he might be able to find an airplane and start flight instructing.

Coming up with the idea proved a less daunting task than getting the ground school started. After a short search, the Kamiah High School principal offered Nick the use of their facilities. A press release by the local paper, "Flight School to Start in Kamiah?" belied the groundswell of interest that answered the call. With the help of Stan Howard, retired airline pilot and ASA author, the doors opened for the fledgling flight school. By the

third week they had 60 students.

The next hurdle was to obtain a training aircraft and that summer Nick broached the issue of purchasing one. In the meetings that followed, fifteen members stepped forward and established the Clearwater Valley Aero Club. Their first president was Keith Borgelt, staff writer for the local Clearwater Progress Weekly. The city of Kamiah lined up behind the CVAC to help get the project off the ground...so to speak, providing a building for them to use and the money to refurbish it.

Since then, the CVAC has acquired two training aircraft and are looking for a third. They have trained 13 new private pilots with 15 more in various stages of training. Three of the new pilots have decided to move on to commercial certificates and instrument ratings, and possibly a CFI rating.

Nick told me, "What makes the club work is that everyone volunteers their time, no one works for compensation." This enables them to hold their costs down to \$40/hour for the Tomahawk and \$60/hour for the



**See Clearwater**

**Continued on page 3**



# Clearwater

## Continued from page 2

C-172. They add an additional \$5/hour for flight instruction to cover administration costs. He said this keeps them pretty close to breaking even with engine reserves.

Current president, Jim Freeman, has coordinated many projects including a search for more hangar space and arranging for speakers for their monthly meetings. Another invaluable member is George Hunt, who ensures that the aircraft are properly maintained and all accounting is complete.

Nick's final thought characterizes the underlying vision of the CVAC. He says, "We have students that come from as far as Pullman [and] Donnelly and, with the declining aviation in the country, we hope to add another 100 private pilots out of Kamiah and be part of the solution."

Not bad for a town of 1,200 . . . keep up the good work and remember: Fly safe; fly smart.



Daniel Elsbury, seventeen years old and a junior at Orofino High School, is congratulated by his father, John and his instructor, Nick Grachanin, after completing his first solo.

Photos courtesy of the CVAC and Division of Aeronautics

## FLY IN AND VISIT The Clearwater Valley Aero Club's **Annual Auction** Saturday, June 16, 2007 – 11:00 am Kamiah Airport (S73)

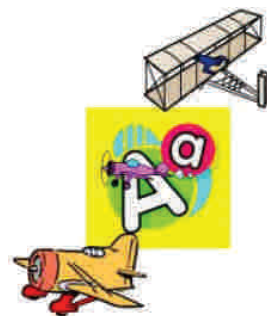
### — Concessions available —

**Early consignments include:** snowblower, Snap-on tools, and vintage items for a separate antique sale. Also selling a consigned CA-2 ultralight - \$5,000. Specs. available at [www.flyhummel.com](http://www.flyhummel.com). Click on CA-2.

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# Radio Chatter

By: Frank Lester  
Safety/Education Coordinator

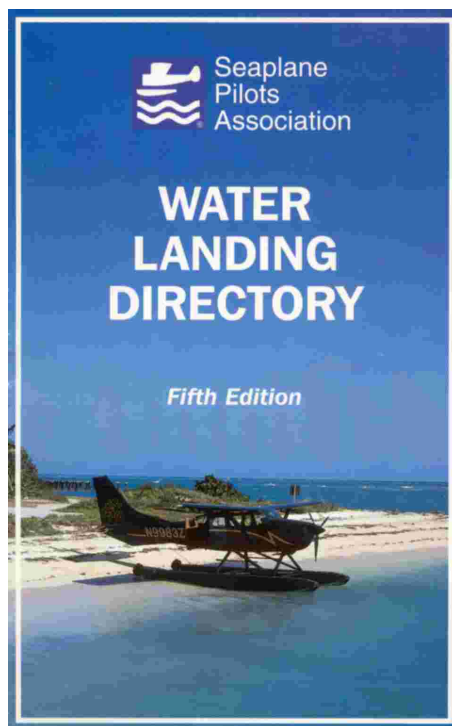
## Float Planes



In an article from the Fall 2006 **Rudder Flutter**, a local float plane pilot had an unfortunate experience when he made an unauthorized landing on a lake located in one of Idaho's wildlife refuges. As we move toward good flying weather, I reprinted a portion of that article in the paragraph below as a reminder to you to do your homework before you make that landing.

Idaho is fortunate to have six National Wildlife Refuges: Bear Lake, near Montpelier; Camas, near Hamer; Deer Flat, near Nampa; Grays Lake, near Wayan; Kootenai, near Bonners Ferry and Minidoka, near Rupert. Many of these refuges have large areas of open water. All are special places set aside for wildlife. Most are open to human activities, but all have restrictions which favor wildlife over humans. One of those restrictions regards the use of aircraft. Title 50 Code of Federal Regulations 27.34 states, ***"The unauthorized operation of aircraft, including sail planes, and hang gliders, at altitudes resulting in harassment of wildlife, or the unauthorized landing or take-off on a national wildlife refuge, except in an emergency, is prohibited."*** Fines for violation of this regulation are a maximum of \$5,000 and/or 6 months in jail. The current collateral fine is \$250 plus \$25 court fees.

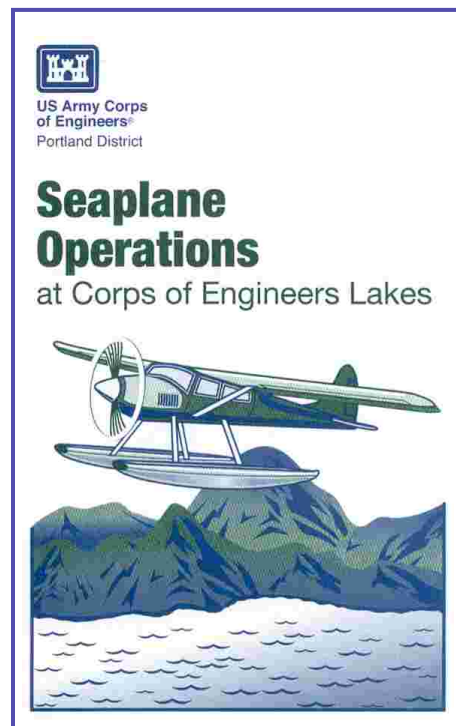
The bottom line is that you have to receive permission from the owner or controlling agency to land on a body of water. It is your responsibility as part of a thorough flight planning process to secure it. The two publications shown here are excellent references for your flight planning library. You can also visit the Columbia Seaplane Pilots



Association at <http://www.faegre.org/CSPA/> for more information.

## Backcountry

Every year we strive to maintain the delicate balance among the many groups that use Idaho's unique and beautiful backcountry. This balance not only includes pilots and airplanes but also a diverse cross-section of interests, many of whom make this country their



permanent residence. Please help us maintain a healthy balance by being courteous to all users. "Backcountry Courtesy," shown here, is an unofficial set of rules adopted by those who want to enjoy these mountains and canyons unencumbered for as long as they can. We hope that you will voluntarily adhere to them and encourage the same of those new to our backcountry or those who may have momentarily forgotten why we have them.

## Backcountry Courtesy

1. Fly to the right side of the canyon;
2. Turn on your landing lights;
3. Monitor 122.9 and make position reports;
4. Announce your intentions while in the traffic pattern and on the ground;
5. Avoid multiple takeoffs and landings;
6. Stay as high as possible except during takeoff and landing (2000 feet AGL recommended);
7. Reduce power and RPMs when safety permits;
8. Above all, be safe.

See Radio Chatter  
Continued on page 5



## Editorial:

# FAA Funding: Airlines Win, GA Loses

By: Mike Pape, President, Idaho Business Aviation Association

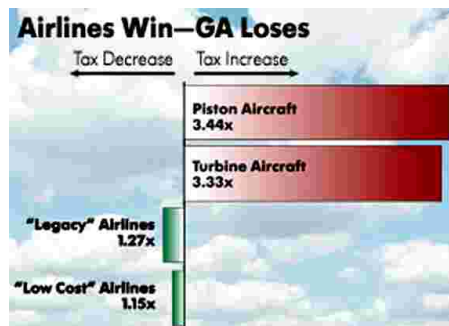
Are you prepared for a 300 percent hike in the fuel tax and myriad fees for obtaining a pilot's license, registering an airplane or receiving a medical? The reality of this actually happening is now as close as ever. The new proposal for funding the FAA over the next 10 years would more than triple GA fuel taxes and create a mishmash of new or higher user fees for GA flights that traverse certain airspace.

The FAA bill, called the "Next Generation Air Transportation System Financing Reform Act of 2007," provides huge tax breaks to the airlines while at the same time punishes the small and midsize businesses in GA and strips Congress of most of its role in aviation system funding decisions.

Allow me to explain the three important elements of this plan, all having negative impact on GA.

### 1) User fees

The center of this historic legislation is the creation of user fees for ATC



services. Two problems arise in such a scenario. The first and most important is an inherent incentive to undermine safety. How many of us will start to think twice about filing a flight plan, requesting an IFR clearance or asking for radar flight following when a direct fee to do so is involved? The cost of operating aircraft is expensive enough; now we will be encouraged to skirt safety to shave off costs of operation. U.S. air transportation evolved into the safest mode of transportation because the opportunities to prioritize safety have always been economical. Secondly, paying a user fee rather than the existing

"invisible" fuel tax puts control in the hands of FAA bureaucrats and airline executives rather than Congress. An airline industry that has seen over 100 bankruptcies since 1978 probably has enough problems managing its own operations without starting to control GA's.

### 2) Increased Taxes

The FAA plan would add a 50 cent tax increase to the cost of avgas from 19.4 cents per gallon to 70.1 cents per gallon. Jet fuel would increase from 21.8 cents per gallon to 70.1 cents per gallon. That's over a 300 percent increase! Could you imagine someone proposing a 300 percent tax increase in car gas? Rep. Jim Inhofe (R-Okla.) told the Senate Commerce Committee that this increase is "completely unacceptable. I know what is behind it," says the passionate GA pilot, "this

**See FAA Funding**  
**Continued on page 10**

## Radio Chatter

Continued from page 4

### Protecting Our Airports

The following is taken from the most recent edition of AOPA's online newsletter, *ePilot*:



[www.aopa.org](http://www.aopa.org)

### "DOES THIS SOUND FAMILIAR?"

Has residential development resulted in airport noise complaints? Have economic and political pressures called for the closure of your airport? Have these types of actions restricted you or your fellow pilots' flying? If the answer is yes, your airport has problems and needs an AOPA Airport Support Network (ASN) volunteer. Ensuring the health and vitality of your airport is up to you—join the ASN today! Every day more than 1,700 ASN

volunteers are working with AOPA headquarters to help save their airports; but we need more....[AOPA's] ASN is looking for volunteers at the following airports in Idaho: COE, RXE, PIH, DIJ, GNG, BYI, SMN, JER, U03, U56, 65S, S87, U76, LLJ, U01, S78, U70, U12, S80, S83, AOC, S66, S73, S75, S84, U78, U82, S89, U65, U10, U36, 0S5, 1U2, 1U7, and U86."

As the weather improves, the flying increases and the complaints begin anew. Your airport is your responsibility. Be an ASN volunteer. We can't afford to lose another airport.

### This and That . . .

Although this year's Idaho Aviation Festival was cancelled, our annual **IA Renewal** carried on the tradition of top notch training seminars. Seventy IA mechanics participated in the one-day

event held at the Airport Holiday Inn on Friday, March 2, 2007. Sponsored in part by Dallas Airmotive, the 8-hour course satisfied renewal requirements as specified in FAR 65.93 (a)(4). Many thanks to Mike Sellars of Dallas Airmotive, the instructors John Provorse, Mark Riley and Ric Peri, the head of ISU's maintenance school, John Baken, Boise FSDO's FAAS Team member, Cliff Smart and Aeronautics' Chief Mechanic, Tim Henderson for their hard work and support in making this program successful.



Planning has already begun for next year's **IA Renewal**, so . . . **mark your calendars for Friday, March 7, 2008.**



## Another New Idaho Airport

**A new airport to serve Sun Valley is located between Galena and Alturas Lake. Runway built to 5100' x 150' with ample tie-down space to serve the fast-growing recreational and summer-home trend in Sawtooth Valley and Stanley Basin.**

Cooperation was the "key-word" in the construction of a new airport last month in the southern end of the Sawtooth Valley. People who fly were beginning to buy summer homesites near Smiley Creek, Alturas Lake, and Pettit Lake. The old Alturas Airstrip was gone and folks were starting to talk of dragging out a small strip in the sagebrush which wouldn't be legal or approvable for public use.

Numerous and repeated calls to the Department for assistance and guidance prompted a quick look at the season, available equipment, and manpower to see if it could be done before winter set-in. Everyone wanted to see an airport in this very scenic area and were quick to prove their interest. The Salmon Falls Sheep Company donated the necessary land for the field site and a special weekend project was programmed.

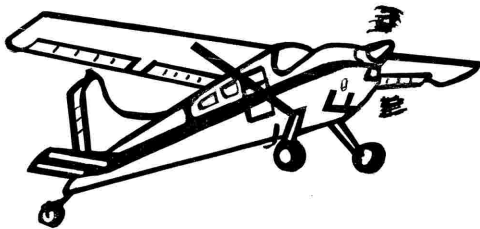
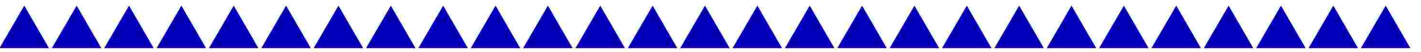
Blaine County contributed a motor grader, water wagon and pump, and a bulldozer. The Highway District came to the aid of their smaller brother, the Department of Aeronautics, and sent a motor grader. The Forest Service was asked to help over the weekend but they required us to sign a 12-clause agreement in their favor for two days contribution so we declined. The Department of Aeronautics furnished a motor grader, two water wagons and pump, land-leveler, two compaction rollers, and miscellaneous other equipment necessary for the project.

Gordon Hansen of Gordon's Construction found time from his busy road job near Alturas Lake to rent a couple of his units to the project for dirt moving needs. Several pilots, entire families, and even the Chief of the Boise Control Tower put their shoulders to the effort of installing boundary markers, tie-downs, and windsock standards—to say the least about picking up rock.

The new facility, located in one of the most scenic areas of the nation, will serve all of general aviation as well as future borate needs. The runway will be turfed in the spring of 1965. A courtesy car will be installed for users and the Smiley Creek Lodge, only a short walk from the tie-down area, offers meals and lodging. A "well-done" to all who made this facility possible.



**Tomorrow's generation helping today's aviation development. 3-year-old B.Z. Waite, daughter of Mr. and Mrs. Dick Waite of Jerome (both pilots), does her part in placing of rock (ably guided by Wally Hart) for the boundary markers to outline the new airport located on the headwaters of the Big Salmon River of No Return at the mouth of Smiley Creek.**



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# CRM . . . a Tale of Confusion

**By: Frank Lester**  
**Safety/Education Coordinator**

Have I got a story for you! It involved a young Air Force major, a C-141 Starlifter, no light in the nose gear indicator, and cockpit resource management (CRM). The major, a brand spanking new C-141 Aircraft Commander (AC), is paired with a very senior (make that old) Lieutenant Colonel with more time taxiing the C-141 than the young major had for total flying time. In fact, the major was the least experienced member of the entire crew.

Their flight was relatively uneventful until it came time to land. The aircraft was established on the final approach course. The senior pilot was in the left (pilot) seat and the major (AC) was in the right (copilot) seat. The pilot called for the landing gear to be lowered. The copilot obliged. Both green main-gear-extended lights illuminated; but the nose-gear-extended light did not. As any good copilot would do, he advised the pilot of the problem and then "pressed to test" the nose gear light. It illuminated. One of two possible conditions existed: the switch was bad and the gear was actually down and locked or the switch was good and the gear was actually unlocked. Unable to confirm which was correct, the crew assumed the worst and elected to insert the nose gear pin. To accomplish this, a crewmember must enter the avionics bay, a small compartment directly below the pilot's seat, and lay on his back to open a small window. He then must reach out into the air stream and insert the nose gear pin. It sounds difficult and dangerous but it really isn't. If the proper procedure and coordination is followed, the crewmember's exposure is minimal. The keyword here is "if."

Let's go back to the part where the decision was made to pin the nose gear. So far so good . . . but that's where all semblance of order ends. The Starlifter



cockpit is quite spacious compared to what most of us fly. Coordination and checklists are paramount because one crewmember cannot see or reach every gauge, switch or light. All checklists must be read and acknowledged to ensure that important items like flaps, landing gear, and fuel are in the right places and quantities. Otherwise the earth will rise to smite you. Throw into the mix an old-school, senior pilot and the fact that the aircraft is on short final . . . the stuff is about to hit the fan.

The pilot began to issue commands, asking for fuel information, directing radio calls and ordering a crewmember into the avionics bay to pin the gear. The copilot (AC),

instead of assuming command as the A/C, deferred to the more experienced

**See Confusion**

**Continued on page 13**

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# Community Leaders and Aviators turn out to Celebrate “Airport Day” in Payette

By: Mark Lessor  
Airport Technician



On Saturday, March 10, 2007, the recently formed “Friends of the Payette Airport” (FOPA) held an “airport day” in Payette. The gathering provided aviators from the Payette area and elsewhere, and other interested parties, an opportunity to show support

for a facility whose future has often been clouded by uncertainty and possible closure.

The day began with aircraft converging on a fog covered runway. Most early arriving pilots diverted to the Weiser Airport to wait for the visibility to improve. Aircraft were able to begin landing by 9:45 and arrivals were nonstop for more than an hour. By 11:00, nearly 70 single-engine aircraft lined the airport’s only runway and tie down areas.



The Experimental Aircraft Association was on hand to provide breakfast and around 175 people took advantage of the pancake, ham and scrambled egg feast. By now, the fog had completely burned off and a bright, sunny spring-like morning was under way. As diners finished their meals, organizers invited attendees to the newly erected flag pole (donated by a local businessman) just west of the pilots lounge. Once there, Frazier Peterson, a member of the Payette Airport Board and a founder of FOPA, began a ceremony that included a dedication of the flag

pole, an invocation by Lt. Haines of the Civil Air Patrol (CAP) and a flag raising by CAP cadets. Fourteen-year-old Elizabeth Harris of Payette sang the National Anthem.



**Frazier Peterson**

Several speakers made brief comments. Among them were Larry Taylor, President of the Idaho Aviation Association and the Mayor of Payette, Doug Henderson. All welcomed attendees to the celebration. Their common theme acknowledged the importance of the airport, a fact underscored by the pilots and members of the community in attendance.



**See Payette**

**Continued on page 9**





# Eastern Idaho Ninety-Nines

By: **Sandi Bills, Secretary**

The Eastern Idaho Ninety-Nines held their annual "Companion Flying Seminar" in the Pocatello AvCenter at the Pocatello Regional Airport on Saturday, February 24th, to help non-pilots better understand small planes and the people who fly them.

Jack Messick of the National Weather Service spoke to the group about weather and how it affects small airplanes while Bob Jones, CFII (Certified Flight Instructor, Instrument) demonstrated why little planes don't just "fall out of the sky." His experience and calm demeanor put even the most fearful at ease. Greg Clark, AvCenter Flight Instructor and "retired" Tower Operator, explained to the attendees that the tower really is your friend and that, in an

emergency, they have amazing resources to assist the pilot in returning their airplane safely to the ground. Terry Ross, a local psychologist and pilot, discussed how to calm your anxieties and take the fear out of flying. Finally, Sandy Storhok, Eastern Idaho Ninety-Nines Chairperson, led the group in an exercise on how to read a navigational chart.

One lucky attendee even won a Discovery flight and the word is, she's thinking about learning to fly—at the age of 70.



**Instructor, Bob Jones**

For more information on future companion flying workshops, contact Sandy Storhok at [ssstorhok@srv.net](mailto:ssstorhok@srv.net) or Sandi Bills, (208)232-5085, [billslpc@msn.com](mailto:billslpc@msn.com) for information on the Ninety-Nines and other activities.

## Payette

Continued from page 8

Several pilots I spoke to all emphasized the fact that they were there on that beautiful Saturday morning to show their support for the Payette Airport. Robert Smith of Renton, Washington, said he had witnessed the closure of airports in both Bellevue and Issaquah to make



**Mayor Henderson**

room for development. While in Payette to visit friends, he wanted to attend in hopes of averting the same disheartening result from occurring in Payette.



Mayor Henderson pledged to "do our best to stabilize" the future of the airport. A number of pilots from Payette base their aircraft at airports in other cities in the area. All expressed willingness (and a desire) to build hangers at Payette, if the long term viability of the airport could be ensured. At least one business is known to have changed their plans to relocate to Payette because of the airport's uncertain future.

Pressures to close airports are without fail a by-product of poor communication, misunderstanding and the unwillingness to cooperate. Wise is the community that possesses the foresight to see beyond short term gains and has the tenacity to put forth the necessary effort in pursuit of long-term success. Today was testament to the steps that these two communities, local citizenry and aviators, have taken in achieving the success that is within their grasp. We salute their efforts.



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July 24-27

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Flying "B" Excursion  
June 13-17

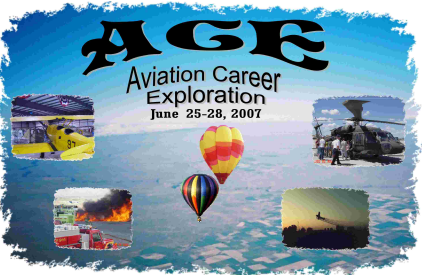
Big Creek Advanced Course  
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## FAA Funding

Continued from page 5

attitude that there are so few pilots you can get away with anything."

At the same time GA is expected to be wrestling with a stifling tax increase, airlines will be enjoying a significant tax break. Taxes, mind you, which are passed onto us, the passengers, in the form of increased ticket prices.

### 3) Loss of Revenue

Based on projections using Office of Management and Budget data, the FAA can be funded adequately using the current system of aviation taxes. Ironically, the administration's system of increased fees and taxes provides less money than the current system of taxes, some 500 million dollars! That shouldn't surprise any of us aircraft operators who are likely to simply stop flying under a system that is so prohibitively expensive.

Although the administration assures that such a funding mechanism is necessary to update the ATC system, GAMA President Pete Bunce disagrees. While visiting Idaho pilots last fall Bunce reported "The administration's proposed funding scheme is not about modernization, it is shifting costs from the airlines to general aviation."

User fees, excessive taxation and choking regulations have all but killed general aviation in nearly every other part of the world. At the same time the U.S. has enjoyed a thriving GA industry that contributes over 100 billion annually to the economy and accounts for 1.3 million high skilled, high wage jobs in professional services and manufacturing. Our current system of

FAA funding is stable, predictable and successful. It allows our industry to flourish while we enjoy the best ATC system in the world. Why fix something that isn't broken?

To keep this toxic mix of tax increases, user fees and airline power from becoming law, we all must take action. A simple and effective way to do so is by contacting our Idaho congressional delegation through the "NBAA Contact Congress Program." Simply visit: <http://www.nbaa.org/userfees>.

This NBAA sponsored email program will allow you to voice your opposition to GA user fees. The entire procedure takes less than 60 seconds to complete. If you would like to voice your opinion in a more personalized fashion, feel free to do so.

We can make a difference if all of Idaho's concerned GA members participate. Join me in standing up for GA in Idaho!

For further information, visit [www.aopa.org](http://www.aopa.org) or [www.nbaa.org](http://www.nbaa.org).

## HANGARS FOR SALE

### McCall Municipal Airport

42x36x12 insulated, sheet rocked & heated, concreted floor, full width paved ramp, rough plumbing, 125A panel, lights, and Schweiss overhead door with auto-latch. \$379/year ground lease renewable to 40 years. \$140,000.

60x60x16 as above, but with toilet, shower, basin, Wilson overhead door with auto-latch and wireless remote, 225A panel. \$828/year ground lease. \$465,000. Local financing available.

### Hangar Solutions, LLC

208-634-5080 anderson@ctcweb.net





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***Our instructors*** are the best. With an average of over 3000 hours each, they have the experience and knowledge that will make an impact on you and your flying. Visit our website [www.glasscockpitaviation.com](http://www.glasscockpitaviation.com) to learn more about each instructor.

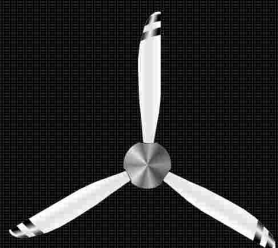
***Our equipment*** is state-of-the-art, and will save you money. Since our focus is to make you the safest pilot, we rely on the latest technology to teach you. All of our aircraft (even the full-sized simulator!) are equipped with Garmin 430 GPS navigators, the standard for today's avionics.



***Our programs*** are carefully designed to be efficient and effective. Check out our 7-day IFR course, 4-day Cirrus transition, or our 4-day multi-engine program. We have the results to prove that these accelerated courses in combination with the right equipment and instructor are highly successful. Normal length courses are also available.



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Fax: (208) 455-1041  
[info@glasscockpitaviation.com](mailto:info@glasscockpitaviation.com)





# Calendar of Events

## ONGOING

**Kilroy Coffee Klatch** - Join other WWII generational people for a morning of conversation and friendship. All veterans welcome. Starts at 10 AM, Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), 208-465-6446

**LEGO Workshops** - 10 am to 1 pm on first Saturday of the month. Workshop is limited to 15 students, and is for those 8 years & older. Nampa, Warhawk Air Museum, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org), 208-465-6446

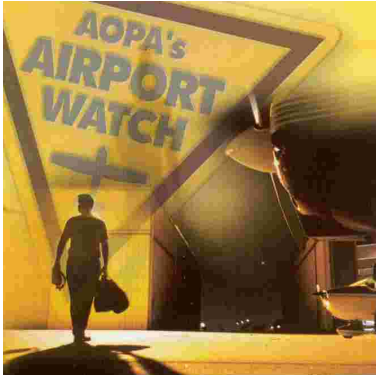
## APRIL

- 28 **Thomas Creek Work Party**, Treasure Valley Chapter IAA; Wayne Thiel, 208-890-8866; Jerry Terlisner, 208-859-7959
- 30 **“Say it right!” Radio Communication in Today’s Airspace**, Doubletree Hotel, Juniper Room, Garden City. Speaker: Roscoe Rosche. [www.faasafety.gov/spans](http://www.faasafety.gov/spans); Tracy Kursch, 301-695-2184; [Tracy.kursch@aopa.org](mailto:Tracy.kursch@aopa.org)

## MAY

- 4-5 **Idaho City Western Festival**, Bonnie Hardey, 208-392-9796, [www.idahocitychamber.com](http://www.idahocitychamber.com)
- 5 **Cabin Creek Work Party**, McCall Chapter IAA, Eric Pedersen, 208-315-0048, [supercubep@frontiernet.net](mailto:supercubep@frontiernet.net)
- 5-6 **Lockheed P-38 Lightning Event**: See Steve Hinton, Planes of Fame Air Museum President fly the “23 SKIDOO” P-38 on Sat. & Sun. at 11 am and 2 pm. Lost Squadron P-38 Glacier Girl recovery mission presentation on Sat. & Sun. General admission \$10, Seniors (65+) \$8, Children (age 4-10) \$6, Nampa, Warhawk Air Museum. 208-465-6446, [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)
- 12 **Cathe’ Fish Safety Seminar** (FAA Wings approved), sponsored by the Idaho Ninety-Nines, Boise Air Terminal, Salmon Room, 9:00 am to 5:00 pm. \$50 full day, \$35 half day. Tawni Swann, 208-888-9667, [stkswann@yahoo.com](mailto:stkswann@yahoo.com)
- 12 **Pine Work Party**, Treasure Valley Chapter IAA, Wayne Thiel, 208-890-8866; Jerry Terlisner, 208-859-7959
- 16-17 **Idaho Airport Manager’s Association** (IAMA) Spring Meeting, Sun Valley; Curt Hawkins, 208-459-9779
- 17 **Eastern Idaho 99’s Meeting**, Idaho Falls—email for location; Sandi Bills, [billsipc@msn.com](mailto:billsipc@msn.com)
- 19 **Deadwood Work Party**, Treasure Valley Chapter IAA; Wayne Thiel, 208-890-8866; Jerry Terlisner, 208-859-7959
- 19 **Idaho IAA Annual Membership Meeting**, Noon, Boise Airport Terminal, Boise River Room. Lunch \$15, parking validation available. Please RSVP by email [clbwfb@cableone.net](mailto:clbwfb@cableone.net); 208-855-0261
- 19 **Breakfast Flight to Driggs**, Visit Rexburg Museum. Gooding Airport Fliers Association; Kit John, [foreverflyingkit@onewest.net](mailto:foreverflyingkit@onewest.net)
- 19 **Carey Municipal Airport** (U65), Fly-In Breakfast, 7 AM until 11:00 or 12:00, Paul Olsen, 208-309-2181, [airbornolsen@aol.com](mailto:airbornolsen@aol.com)
- 28 **Parma Memorial Day Competition**, Top Fun Flyers; Steve Clements, 208-323-1585; [www.topfunflyers.com](http://www.topfunflyers.com)

Email your event information to:  
[tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)



**Lock Up. Look Out.**

Participate with your fellow pilots in the safekeeping of general aviation's local neighborhoods—our home airports.

Report suspicious activity:  
**1-866-GA-SECURE**  
866-427-3287

## JUNE

- 2 **Graham Work Party**, Treasure Valley Chapter IAA; Wayne Thiel, 208-890-8866; Jerry Terlisner, 208-859-7959
- 2-3 **Work Day at Smith Prairie** - Gooding Airport Fliers Association, Gooding; Kit John, [foreverflyingkit@onewest.net](mailto:foreverflyingkit@onewest.net)
- 5-6 **EEA's B-17**, Aluminum Overcast, Caldwell Airport; Lloyd Thompson, 208-343-7834, [www.b17.org](http://www.b17.org)
- 7-9 **River of No Return Mountain Flying Clinic**, Challis Airport; Middle Fork Aviation, 208-879-5728; [mforkair@custertel.net](mailto:mforkair@custertel.net)
- 8-10 **180/185 Club Fly-In**, Garden Valley (apx. 50 aircraft); Jim Davies, 208-462-5204
- 9 **Sunrise Skypark Fly-In**, Top Fun Flyers; Steve Clements, 208-323-1585; [www.topfunflyers.com](http://www.topfunflyers.com)
- 9 **Jerome County Airport 100th Birthday Celebration!** Jerome County Airport, 7am to Noon; Bonnie Dietrich, 208-308-3140; [jca@airport.mysr.net](mailto:jca@airport.mysr.net)
- 9-10 **Navy Days**, Warhawk Air Museum; 208-465-6446; [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)
- 15-17 **Backcountry Pilots Fly-In**, Johnson Creek; Marty Finco, 208-331-0420
- 16 **Annual Auction-Clearwater Valley Aero Club**, 11:00 am, Kamiah Airport. Jim Freeman, 208-935-0089; [jimdfreeman@gmail.com](mailto:jimdfreeman@gmail.com)
- 16 **FREE Airshow!! Rexburg Municipal Airport**; Doug Nielsen, 208-356-4411; [doug@archibaldagency.com](mailto:doug@archibaldagency.com)
- 16 **Shearer Work Party**, McCall Chapter IAA; Eric Pedersen, 208-315-0048; [supercubep@frontiernet.net](mailto:supercubep@frontiernet.net)
- 16-17 **IAA Breakfast Fly-In**, Garden Valley; Jerry Terlisner, 208-859-7959
- 16-17 **Garden Valley Overnighter**, 8 am, Top Fun Flyers; Steve Clements, 208-323-1585; [www.topfunflyers.com](http://www.topfunflyers.com)
- 17 **28th Annual Father's Day Fly-In Breakfast**, Smiley Creek Airport. Spot landing contest on approach (judged 7:45 – 9:15 am!) Sponsored by Reeder Flying Service
- 18-19 **Teacher Aviation Workshop**, Boise, Division of Aeronautics; Frank Lester, 208-334-8775; [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 21-22 **Teacher Aviation Workshop**, Idaho Falls, Division of Aeronautics; Frank Lester, 208-334-8775; [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 25-28 **ACE Academy**, Boise, Division of Aeronautics; Tammy Schoen, 208-334-8775; [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)
- 29-July 1 **QB's Fly-In**, Johnson Creek, Dan White
- 30 **Open House - Gooding**, Gooding Airport Fliers Association; Kit John, [foreverflyingkit@onewest.net](mailto:foreverflyingkit@onewest.net)

## JULY

- 4 **High Valley Bills Overnighter**, 8:00 am, Top Fun Flyers; Steve Clements, 208-323-1585; [www.topfunflyers.com](http://www.topfunflyers.com)
- 6-8 **IFMAF Fly-In**, Johnson Creek; Larry Cobb, 208-462-3985
- 6-8 **Garden Valley Airport - FYI**, Wedding in first camp area, 200 people
- 7 **Big Creek Work Party**, Treasure Valley Chapter IAA; Wayne Thiel, 208-890-8866; Jerry Terlisner, 208-859-7959
- 12-13 **Teacher Aviation Workshop**, Couer d'Alene, Division of Aeronautics; Frank Lester, 208-334-8775; [frank.lester@itd.idaho.gov](mailto:frank.lester@itd.idaho.gov)
- 13-15 **Cessna 180/185 Club Fly-In**, Johnson Creek; Al Hewitt, 253-941-3052
- 14-15 **Smith Prairie Overnighter**, Top Fun Flyers; Steve Clements, 208-323-1585; [www.topfunflyers.com](http://www.topfunflyers.com)
- 21-22 **Glenns Ferry Overnighter**, 8:00 am, Top Fun Flyers; Steve Clements, 208-323-1585; [www.topfunflyers.com](http://www.topfunflyers.com)
- 21 **Chamberlain Basin Work Party**, McCall Chapter IAA; Eric Pedersen, 208-315-0048; [supercubep@frontiernet.net](mailto:supercubep@frontiernet.net)

## AUGUST

- 6-8 **IFMAF Fly-In**, Johnson Creek; Larry Cobb, 208-462-3985
- 11 **Second Annual Airport Open House/Breakfast Fly-In**, Sandpoint Airport, Static Displays, Young Eagles flights, free shuttles to town. Phil Role, [prole@imbris.com](mailto:prole@imbris.com)
- 11 **Cold Meadows Work Party**, McCall Chapter IAA; Eric Pedersen, 208-315-0048, [supercubep@frontiernet.net](mailto:supercubep@frontiernet.net)
- 11-12 **B-25 Mitchell Days**, The beautiful B-25 Mitchell bomber, “Pacific Princess” will once again be at the museum. Sponsorship rides available, call the museum for information. 208-465-6446; [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)



# Confusion

Continued from page 7

pilot, and completed required radio calls, monitored gauges, aircraft position and attitude, ensured that the aircraft remained upright, pointed in the right direction and maintained a safe rate of descent. During those few hectic moments, several procedural questions were asked of the pilots but none received a response. The last comment heard prior to landing was, "... pull your arm in, we're going to land." The aircraft touched down and rolled to a stop. The good news: the nose gear did not collapse. The bad news: three checklists were not completed; and had someone not been thinking and told the crewmember in the avionics bay to "...pull your arm in...;" and had he still had his arm through the little window attempting to pin the nose gear; and had the nose gear collapsed... well you get the picture. Oh, did I mention he was lying on his back in the avionics bay at touchdown... not strapped into a seat?

What went wrong?  
One ego took control of the situation, disregarded accepted procedure and failed to use good crew coordination to systematically work through the problem. Was this a major emergency? They couldn't know and their actions were precautionary; however, what followed could have turned a precautionary landing into a serious accident damaging an aircraft and severely injuring, possibly killing a crewmember. How could it have been prevented? Two words..."Go around!" Had the copilot (AC) not elected to put his head "up and locked" deferring to the more senior pilot and instead, directed him to go around, the entire incident could have been

avoided. All checklists could have been completed, all crewmembers would have been strapped into their seats and the landing would still have been uneventful.

Okay, what does this have to do with my Cessna? I'm the only one in the cockpit. Who's going to read my checklists? Good point; but there are things you can do. Checklists may not readily lend themselves to single-pilot operations. However, you can use them as cleanup lists following those situations that

demand you keep your head out of the cockpit. Commit critical items to memory, those items that can affect performance in critical situations, and refer to the checklist when time and conditions permit. How about using your spouse, son, daughter, boss, girlfriend or whoever is in the right seat to read the checklist. We use them to look for other aircraft the traffic pattern, why not read the checklist. Use anyone you can to help reduce the stress in a critical situation. Use your "crew" to help coordinate the actions you must take. If you are alone, ask for extended vectors, head out to the practice area or find a place away from the traffic pattern where you can "...analyze the situation and take the proper action." Remember that there is no shame in declaring an emergency. The controller can be your best friend when the situation gets tight.

Oh...by the way...that young major, C-141 Aircraft Commander was me. I was lucky; maybe you can be smart.

SMILEY CREEK  
(U87)



## 28<sup>th</sup> ANNUAL FATHER'S DAY FLY-IN BREAKFAST

JUNE 17TH, 2007

### SPOT LANDING CONTEST ON APPROACH

LAND BETWEEN 2 ORANGE MARKERS

Note: Judged 7:45 - 9:15 am

First, Second & Third Place Trophies  
Sponsored by: **Reeder Flying Service**  
Twin Falls



**ON FIELD BREAKFAST**  
Served by: **Kevin & Sherry Owings**  
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# Internationally Renowned Aviation Educator Cathe' Fish is coming to Boise on May 12<sup>th</sup>!

**Don't miss this exciting, fast paced full day safety seminar. FAA-WINGS approved and sponsored by the Idaho Ninety-Nines.**

***This seminar is designed for all VFR and IFR pilots. The seminar format encourages interaction and learning at all levels, whether you are a student, or experienced general aviation pilot. This is one safety class that you won't want to miss!***

Cathe' Fish has taught motivating and entertaining aviation safety courses in all fifty of the United States and Europe. She is a seventeen-year National Accident Prevention Counselor. Flying since 1973, she is a certified single-engine, multi-engine and instrument flight instructor. Her 6,000 hours of flight time include flying for a commuter airline, flying as a USDA contract pilot and teaching 300 students how to fly. Cathe' was the Professor of Aviation Technology at Cochise College for five years. She has been one of the AOPA Air Safety Foundation's favorite lead instructors for seventeen years, teaching four hundred Flight Instructor Revalidation Clinics, one hundred Pinch Hitter Seminars and many other safety programs.



## Topics Presented

### Morning session

- Surviving in Today's Airspace
- Avoiding Spatial Disorientation
- Keeping Your Head in an Emergency: Successful Emergency Landings Part I

### Afternoon session

- Keeping Your Head in an Emergency: Successful Emergency Landings Part II
- GPS/WAAS for Pilots
- Single Pilot IFR

**Saturday, May 12, 9 a.m. to 5 p.m. — Tickets in advance: \$50 full day / \$35 morning or afternoon session  
Boise Air Terminal — Salmon Room 3rd floor — FREE PARKING**

**For more information please contact: Tawni Swann @ (208) 888-9667 or [stkswann@yahoo.com](mailto:stkswann@yahoo.com)**

## REGISTRATION FORM

Return and make check payable to: **Idaho Ninety-Nines, 1042 E.Ustick Road, Meridian, ID 83646**

NAME(s): \_\_\_\_\_

PHONE: (H) \_\_\_\_\_ (C) \_\_\_\_\_ EMAIL: \_\_\_\_\_

I would like tickets for: ☐ Morning \$35 ☐ Afternoon \$35 **OR** ☐ Full Day \$50

**Ticket prices after May 5<sup>th</sup> will be \$40 for half day or \$60 for full day.** Tickets will be held at the door for those registering by mail.

A picnic sandwich box lunch is available for an additional \$9.00 Lunch includes your choice of:

☐ Smoked Ham ☐ Turkey Breast ☐ Roast Beef – served on deli bread with cheese, lettuce, tomato, a bag of chips, a baked cookie, a drink and FREE HANGAR FLYING with fellow pilots.

**TOTAL AMOUNT ENCLOSED \$** \_\_\_\_\_

## Idaho Airport/ Facility Directory

The most up-to-date information on all Idaho airports is available on our website, [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero). Click on Airport Facility Directory to access the map-based system. Please contact Tammy Schoen at 208-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) with updates/suggestions regarding this online directory.

## — HELP! —

### Please Don't Toss Those Outdated Charts!

***The Safety/Education Office is collecting outdated sectionals for educators to use in their aviation classes. We are particularly interested in the Salt Lake and Great Falls sectionals.***

**Please forward them to:** Idaho Division of Aeronautics  
Attn: Frank Lester, 3483 Rickenbacker St., Boise, ID 83705





The United States Forest Service operates two Smokejumper bases- one located in McCall, and another in Grangeville. The Bureau of Land Management headquarters the Great Basin Smokejumpers from The National Interagency Fire Center located in Boise.

Preparation for the upcoming fire season began in **March**, and will continue **thru June** as these firefighters return to their respective bases. So **CHECK THOSE NOTAMS** and keep a good scan of the Idaho sky as you fly this summer. Thanks!

## FLY CLEAR OF WILDFIRES

For your safety and the safety of our aerial firefighters.



### Please...

Stay at least five nautical miles from the smoke.

Report suspicious smoke to the nearest flight service station.

Check NOTAM's prior to every flight!

- 1 800 WX BRIEF
- 1-800-992-7433

Restriction size may vary with every incident.

Even a single smoke could already have firefighting aircraft on scene.

Use the National Interagency Airspace Information System at <http://airspace.nifc.gov> to view:

- Complete Graphical TFR's
- Fires, Stadiums, Nuclear Facilities, Laser
- Current FAA Charts
- Letter-size TFR Charts

Do not risk a Midair!

Do not risk a violation.

Do not approach to investigate.



BLM Aviation  
National Interagency Fire Center  
3833 South Development Ave.  
Boise, ID 83705  
208-387-5180



**Idaho Division of Aeronautics**  
**3483 Rickenbacker / PO Box 7129**  
**Boise, ID 83707-1129**



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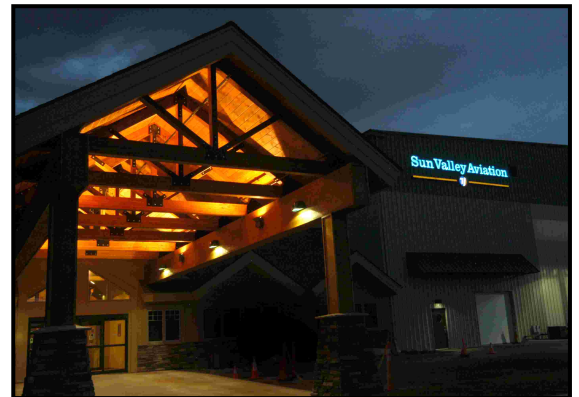
**ADDRESS SERVICE REQUESTED**

## ***Friedman Anniversary***



On Saturday, June 16, 2007, the Friedman Memorial Airport will be hosting a Community Appreciation Day and Open House with great food and beverages! There will be parachutists, military aircraft flyovers, airplane rides, and warbird and vintage aircraft displays. We hope that the Confederate Air Force B-17 will be on display and available for rides.

The airport, which serves Sun Valley, was chartered on May 14, 1932 with 5 airplanes attending the dedication. The first hangar was built in 1945 and corporate aircraft arrived in 1960. SUN is now one of the busiest airports in the state.



Sun Valley Aviation is also, having an Open House celebrating their twenty-fifth year on the field. Their modern FBO facilities will be open to all.

There are excellent accommodations in Hailey, Ketchum and Sun Valley, with superb hiking and biking trails, great restaurants, golf, tennis and swimming. **Come one . . . Come all. Mark your calendar and plan to attend.**

